

# NEW HAMPSHIRE

## Current Transportation Condition:

- 22% of major roads are in poor condition<sup>1</sup>
  - ASCE road grade of C-<sup>2</sup>
  - Poor road conditions costing motorists \$451m a year - \$424 per motorist
  - 135 traffic fatalities in 2013<sup>3</sup>
- Vehicle travel on NH's highways has increased by 31% from 1990-2013,<sup>4</sup> while the population grew by 19 percent.<sup>5</sup>
- 51% of NH's major highways are congested<sup>6</sup>
  - Traffic congestion costs American motorists \$121b a year in wasted time and fuel<sup>7</sup>

## Commerce:

- 63% of the \$38b in commodities delivered annually from sites in NH is transported by trucks on the state's highways.<sup>8</sup>

## Need for Federal Investment:

- 68% Federal share of NH Highway Capital Program<sup>9</sup>
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate.<sup>10</sup>
  - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS.

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**FAST Act**      **→** *What this does for New Hampshire*

## Prioritizing Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - NH's 324 structurally deficient bridges – 31% are structurally deficient or functionally obsolete<sup>11</sup>
  - Current ASCE bridge grade of C<sup>12</sup>

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<sup>1</sup> TRIP

<sup>2</sup> ASCE

<sup>3</sup> FHWA

<sup>4</sup> TRIP

<sup>5</sup> US Census

<sup>6</sup> TRIP

<sup>7</sup> Ibid.

<sup>8</sup> TRIP

<sup>9</sup> AASHTO

<sup>10</sup> AASHTO and FHWA

<sup>11</sup> FHWA

<sup>12</sup> ASCE

### **Improving Commerce:**

- Over the life of the bill (FY2016-FY2020), NH will receive \$26,324,334 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, NH, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

### **Long-term 5-year Certainty:**

- Total share over 5 years of the FAST Act: \$959,972,418 that the state would not get otherwise.
- 100 projects at risk without federal investment<sup>13</sup>
- Major State Projects that can benefit from the FAST Act:<sup>14</sup>
  - Expansion of I-93: The heavily used highway needs updates from bridge replacements, lane reconstructions, and ramp reconstructions
  - US 1 Bypass – Bridge Replacement & Paint Over Piscataqua River
  - NH 16, US 4 & Spaulding Turnpike – Exit 6 Interchange and Mainline Turnpike Construction, Including sound walls
  - NH 16, US 4 & Spaulding Turnpike – Rehab of Existing Little Bay Bridge & Bridge Approach Construction
- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on NH's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase NH's ability to efficiently finish projects.
- FAST gives NH the ability to prepare for the next 50 years. With a focus on innovation, NH can better deploy technology to improve the state transportation network.

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<sup>13</sup> AASHTO

<sup>14</sup> AASHTO